

# WAR BROUGHT TO AMERICA

## Submarine Sinks Ships Off Nantucket

### AMERICAN SAILORS RESCUE VICTIMS OF SEVEN SUNK SHIPS

### Attacker Sends Passenger Craft And Neutrals To Bottom Without Mercy

### Many Liners Within Danger Zone And Warnings Are Sent Out In Hurry

(ASSOCIATED PRESS BY FEDERAL WIRELESS)

BOSTON, October 9—Striking right and left, swift vicious blows, the German submarine U-53, which called in at Newport, Rhode Island, Saturday to "send a letter to Count von Bernstorff," sent six and possibly seven vessels to the bottom of the sea within ten miles of Nantucket Shoals Lightship, between sunrise and sunset yesterday.

But for the aid rendered by American destroyers rushed to the assistance of the torpedoed vessels by the naval authorities at Newport the loss of life might have been appalling. As it is, although no definite information has been received it is feared that the crew of one of the stricken vessels, has perished. No trace of her boats has been reported.

### Women and Children Suffer

Four destroyers reached Newport early this morning, with two hundred eighteen persons, men, women and little children, passengers on some of the destroyed steamers. These destroyers reported that the seventh vessel, as yet unidentified, has been sunk by the submarine.

In the afternoon the destroyer Balch brought to port the passengers and crew of the S. S. Stephano, one hundred forty in all. Rear Admiral Gleaves, commandant of the naval station at Newport acted promptly as soon as he had word of the first attack, issuing orders that sent a flotilla of torpedo boats and destroyers flying to the locality where the ships were being sunk.

The American-Hawaiian liner Kansan was stopped early yesterday morning, by the submarine, which she believes to have been the U-53, and after a short delay was allowed to proceed upon her voyage.

### Death List of Steamers

The vessels attacked and sunk by the submarine were:  
STEPHANO, CAPTAIN SMITH, 2144 NET TONS, BRITISH;  
BLOOMERSDIJK, CAPTAIN DE WITT, 3201 NET TONS, HOLLAND, WITH \$500,000 WORTH OF GRAIN FOR THE NETHERLANDS;  
CHRISTIAN KNUDSON, CAPTAIN GROTHNESS, 2583 NET TONS, BELIEVED LOADED WITH MEXICAN OIL;  
KINGSTON, CAPTAIN SALVESEN, 766 NET TONS, NORWEGIAN;  
STRATHDENE, CAPTAIN WILSON, 2790 NET TONS, BRITISH;  
WESTPOINT, CAPTAIN HARNDEN, 2413 NET TONS, BRITISH (CRIPPLED, MAY BE SUNK).

### Neutrals Are Warned

The first report from the Kansan reached the naval station at Newport shortly after six o'clock yesterday morning and was instantly relayed to Washington and from there sent broadcast up and down the coast, warning neutral vessels to get inside the three-mile limit for safety, if they were within the zone of operations of the submarine.

Naval authorities here and at Washington yesterday, after hearing of the exploits of the submarine expressed their opinion that two of the submarines are at work in American waters, and that probably they are supplied from a base located on the Canadian coast, or possibly on the shores of Newfoundland or Labrador.

### Rescue Work Prompt

Thanks to the prompt action of the American naval authorities at Newport, there was no loss of life on any of the vessels sent to the bottom by the diver or divers save possibly the Kingston, the crew of which is still unaccounted for. A destroyer flotilla left Newport at the first report of the attacks, and made the distance to the Nantucket Shoals Lightship in a short time. The Kansan reported having been held about ten miles south of the lightship, and it was at that point accordingly that the commander of the flotilla directed his course. He found the weather thick, with a typical Atlantic sea fog rolling inshore toward the Long Island coast, and blanketing the sea so that it was impossible for his lookouts to see any distance ahead.

The crew of the lightship reported that the fog had covered the sea all morning, but that they had heard the sound of gun firing to the south and west of the ship, some time before. People on Nantucket Island could also hear the guns.

Later it was discovered that this was the attack of the submarine upon the British steamer Westpoint, which had been shelled.

It was shortly after daylight that the submarine stopped her first ship. This was the American-Hawaiian steamer Kansan. The American craft was allowed to proceed after a short halt, and reported that she was underway again shortly after half-past five o'clock. He also reported to the lightship that the submarine had showed no colors, but that he believed her to be the U-53.

Hardly had the fog closed over the Kansan when the submarine must have sighted the Strathdene, which was under charter to the French Compagnie Generale Transatlantique. Her passengers and crew left the ship in small boats. She was sunk shortly before eight o'clock.

### Westpoint Shelled

It was eleven o'clock when the submarine sighted the Westpoint, and immediately began shelling her with the gun mounted on the forward superstructure. The shells struck home and the British steamer was soon disabled, and lay, floating on the rollers utterly helpless and at the mercy of the German commander.

Her crew was ordered into the small boats, and made for the lightship, not so far away. It is believed that the Westpoint sank after being abandoned. The Kansan, hearing her call for assistance, went to her help. The Westpoint was bound from London to Newport News, and earlier reports said that she had been torpedoed.

This was the last heard from the submarine until half-past four o'clock, when the report came in that she had overhauled the passenger ship Stephano, southeast of the lightship, and torpedoed her. It was to have been the last transatlantic trip of the Stephano, as she had been sold to the Russian government to act as an ice breaker. She had a number of passengers on board, which were taken off by the ship's boats and later transferred to the United States destroyer Balch, one of the destroyer flotilla sent out by Admiral Gleaves, and taken to Newport, where they arrived safe last night.

### S. O. S. To Patrol

With the first public word of the work of the submarine the British authorities began trying to find and notify the fleet of British and French vessels which have been patrolling the Atlantic coast for months. No sign of the fleet was reported by any of the vessels attacked.

Despatches from Halifax, Nova Scotia, where the Atlantic fleet of the British navy now has its headquarters, announced last night that the British admiral in command there, had been notified of the appearance of the German submarine, and was quoted as having said that "we have done everything possible to deal with the situation as we know it."

The British consul here admitted that efforts have been made to get in touch with the patrolers, and added that he himself had no idea where the ships might be. He declared that they had been notified. He also admitted the possibility of the establishment of a German supply station on the Canadian coast.

### Dutch Agent Mad

The Holland steamer Bloomersdijk, was carrying half a million dollars' worth of grain for the Dutch government, and consigned to the Netherlands Trust. The agent for the Holland American line intimated last night that the Netherlands government will take active steps in regard to the attack upon this vessel, and announced that the sinking of this neutral ship may lead to serious international complications.

Several large transatlantic liners are either in the danger zone or rapidly nearing it. Some of these vessels belong to the belligerent nations, while others are of neutral fleets. The big American liner Philadelphia and the Danish liner Frederik VIII, the latter bearing the American ambassador to Germany, James W. Gerard, and Mrs. Gerard.

Among the other prominent vessels in the vicinity of the submarine zone are the Cameronia, the Espagne, the Alaunia. Most of these have received warning of the presence of the submarine in American waters, and probably will alter their course so as to avoid the danger zone.

### SEATTLE DOCK AND BUNKERS BURNED

(Associated Press by Federal Wireless)

SEATTLE, October 9—The dock, hay and grain dock of the Galbraith company and the gravel bunkers belonging to that company were destroyed by fire last night, with a loss of \$120,000. No cause for the beginning of the fire has as yet been learned.

### CHILDREN'S COLIC

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### HOLLANDER FIRMS ON TEUTON BLACK LIST

(By The Associated Press.)

AMSTERDAM, Netherlands, September 30—Germany is emulating Britain's example in the matter of the anathematized Black List. The names have become public here of some half a dozen Dutch firms who have a place upon it. They are excluded from all export from Germany, neither may any material of German origin be supplied them.

Further, there is a long list of firms who can only obtain German material when they give proof that this is to be used in the manufacture of goods destined solely for use in Holland or her colonies.

### POSSIBILITIES ALARM THE PRESIDENT

#### Officials Do Not Conceal Anxiety They Feel

(ASSOCIATED PRESS BY FEDERAL WIRELESS)

LONG BRANCH, New Jersey, October 9—News of the wholesale destruction of British, French and neutral vessels off the American coast by the German submarine U-53 was received yesterday by President Wilson with unconcealed concern, especially when it became known that some of the vessels had women and children among their passengers.

No official word has been received as to the manner of attack upon these ships and until it is definitely learned whether or not the captains received warning of attack and were given full opportunity to transfer their passengers and crews to small boats it cannot be certain whether or not complications between the United States and Germany will arise.

Officials are plainly worried, fearing that such a storm of protest will break, over the sinking of the neutral ships particularly, that action will be forced.

The destruction of six ships off Nantucket and a possible seventh adds additional interest to the call which the German ambassador, Count von Bernstorff, is to pay upon the President today.

### RUMANIANS RETREAT TO CARPATHIANS

### Abandon Positions In Transylvania And Fall Back

(Associated Press by Federal Wireless.)

PARIS, October 9—The most important development of the fighting on the various war fronts yesterday was the enforced retreat of the Rumanian armies from the positions they had taken in the Transylvanian region, including the evacuation of Kronstadt, Hermannstadt and Fergana.

The official account of the retreat comes from Bucharest, which announced last night that the Rumanian troops on their lines from Hermannstadt to Brassao, had been "compelled to fall back to the Carpathian frontier for the better defense of the passes leading into Rumania."

Field Marshal von Falkenhayn, who is in command of the Austro-Germanic troops operating in Transylvania, has massed vast bodies of men for his attack, and the latter have abandoned the ground they had won from the Central Powers and are now engaged in taking up positions along their own borders, says Vienna.

In the Dobruja district, farther east, the fighting has been resumed for the control of the Cernavoda-Constanta railway, the key stone of the Rumanian-Kussian arch in that section of the fighting field. The Russians have received reinforcements from Constantinople and the north, and have struck southward against the lines of General von Mackensen in an effort to break down his resistance and force a continuation of his retreat.

The official despatch from the German general staff last night makes no mention of his attack, but announces the capture of Kronstadt and Hermannstadt by the Austro-German forces.

### British Push Gains

In the western front the British have continued their gains north of the river Somme. The outskirts of the little village of Le Sars, on the Albert-Bapaume road and to which the Germans clung desperately Saturday when the assault of the British forced them out of the town itself, have now fallen to repeated assaults of Sir Douglas Haig.

The British did not stop there, according to their own and the French official reports last night, but swept onward to the north for some distance, drawing nearer and nearer to Bapaume.

Sir Douglas Haig also struck vicious blows against the Germans to the north of Courcellette, pushing back the Teutons' lines and gaining more territory.

### Teutons Take Tranches

Southeast of Guedecourt the British also attacked with such fury that they drove the Teutons back and established themselves in the advance trenches which had belonged to the men under the Crown Prince Rupprecht.

To the south and east of this point the Germans launched a number of counter attacks and report the winning of advanced British trenches in the vicinity of Les Bœufs.

### STRENGTHEN ARMY IS TERAUCHI PLAN

New Ministry in Tokio Announces Policy and Issues Series of Platform Pledges

(Associated Press by Federal Wireless.)

TOKIO, October 9—The strengthening of the national defense is one of the cardinal principles of the new Terauchi ministry, according to an announcement of the administration's program, just made public. The new platform includes as well a pledge for the propagation of constitutionalism, the development of the educational system, aid and encouragement to home industries, an improvement in local self government for the various towns and municipalities and a revision of the financial system of the government.

### RUMANIAN DEFEAT

The retreat of the Rumanians from Hermannstadt, Kronstadt and the other positions they had captured in the Transylvanian region—to their own border along the crest of the Transylvanian Alps, or the Southern Carpathians, means the freeing of the Austrian flanks from the menace of a great turning movement, which Russia and her Rumanian allies were undoubtedly planning if their thrust into Hungary had proved successful.

Incidentally it means that the Russians will have to send large reinforcements of men to assist their allies, if the latter are to hope to strike an effective blow against von Falkenhayn.

The resumption of the fighting in the Dobruja district may indicate, as the despatch states that the Rumanians have been sending in large quantities of men, their most plentiful war material, to the assistance of the Rumanians, who are declared to be well equipped with munitions.

### Is Russia's Own Fight

It is certain that the Dobruja fight is Russia's primarily, for Dobruja is her easiest and best road to Constantinople, the goal of her ambitious plans. Peter the Great made a nation of her. The road through Bulgaria to the Golden Horn is not only shorter than the road from Moscow, but the country is more suitable for attack, and the movement of large bodies of troops.

Furthermore, success here, while laying open the advance to Constantinople, would also prove of inestimable value to the allies of Russia, who are struggling with an extremely difficult problem in Macedonia. Indeed, there is a school of military experts in Europe which is declaring that the prospects of a successful allied advance from the Salonika front is decidedly slim, unless the Russians can break the Bulgarian line and strike the rear of the positions General Serrail is attempting to force from the front.

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### SCHLEY'S CAPTAIN HAS PASSED AWAY

Rear-Admiral Cook, Veteran of Two Wars, Responds To the Last Call

(Associated Press by Federal Wireless.)

NORTHAMPTON, Massachusetts, October 9—Rear Admiral Francis A. Cook, U. S. N., retired, who won fame as the commander of Rear Admiral Schley's flagship, the Brooklyn, during the battle of Santiago de Cuba against the fleet of Admiral Cervera, died at his home here yesterday. He became a rear admiral in 1900 and was retired in 1903.

Admiral Cook was an old seaman of wide experience and a thorough master of the theory and practice of navigation. He was born in this city in 1843, was graduated from the high school of his native town, and was preparing for college at Dudley Institute, when September 20, 1860, he received an appointment to the Naval Academy. He left the school, then at Newport, Rhode Island, with the class of '63, and was assigned to duty on the Seminole, then engaged in blockading Texas. Admiral Cook began service as an ensign under Farragut, who commanded the Gulf squadron. Soon after he was ordered to the gunboat Tennessee and thence to the Lackawanna, on which he remained till after the fall of Mobile. After Lee's surrender he proceeded to the Brooklyn navy yard with his vessel, which was then ordered out of commission. After a month's furlough he was ordered to the Vanderbilt, which, with the Monocline, under the command of Commodore John Rodgers, made a voyage around Cape Horn, across the Pacific and return to San Francisco. This was notable as the first long cruise of an ironclad.

After this voyage he was promoted to master and transferred to the Samsan of the North Pacific squadron. February 1, 1867, he became lieutenant, and a lieutenant commander in March, 1868. In the same year he was detached from the Pacific squadron and ordered to duty at the Naval Academy as instructor in mathematics. In 1870 he was transferred to the Pacific squadron, where he served as navigator on the Saratoga, Pensacola and Richmond. Four years later Cook was ordered to the receiving ship Sabine at Portsmouth, from which, after two years' service, he was assigned to duty as executive officer on the Plymouth, and, made a cruise up the Mississippi as far as Vicksburg.

In 1879 the Plymouth went out of commission and he returned to the Naval Academy as head of the department of seamanship. In 1883 he was appointed inspector of the eleven lighthouse district, with headquarters at Detroit. Three years later he was placed in command of the sloop Ranger and assigned to special service on the lower coast of California. In 1889 he became inspector of ordnance at the Boston navy yard, and in 1893 was transferred to the navy department in Washington as assistant to the chief of the bureau of navigation, where he remained, attaining the rank of captain in 1896, until he assumed command of the Brooklyn.

He commanded this vessel while it was part of the flying squadron under Commodore Schley and afterward when it was attached to Rear Admiral Sampson's command.